

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

Table 15 Age Distribution of Licensed Drivers: 1990, 2000, 2005					
Age	1990	2000	2005	Change 1990-2005	Change 2000-2005
15*	3,478	9,406	4,790	37.7%	-49.1%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	153,697	24.8%	-1.8%
(%)	17.4%	17.5%	15.6%		
25-34	151,625	154,133	172,563	13.8%	12.0%
(%)	21.4%	17.3%	17.6%		
35-44	153,976	178,401	176,630	14.7%	-1.0%
(%)	21.8%	20.0%	18.0%		
45-54	100,258	167,821	191,401	90.9%	14.1%
(%)	14.2%	18.8%	19.5%		
55-64	76,255	106,190	143,828	88.6%	35.4%
(%)	10.8%	11.9%	14.6%		
65+	98,967	120,516	140,331	41.8%	16.4%
(%)	14.0%	13.5%	14.3%		
TOTALS	707,673	892,952	983,240	38.9%	10.1%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

Table 16
Driver Age as a Factor in Collisions: 2005

Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,790	0.5%	640	1.4%	2.8	221	1.3%	2.6
16	11,725	1.2%	1,545	3.3%	2.7	538	3.1%	2.6
17	15,585	1.6%	1,967	4.2%	2.6	694	4.1%	2.6
18	16,649	1.7%	2,084	4.4%	2.6	758	4.4%	2.6
19	17,888	1.8%	1,818	3.9%	2.1	668	3.9%	2.1
20	18,324	1.9%	1,588	3.4%	1.8	586	3.4%	1.8
21	17,282	1.8%	1,454	3.1%	1.8	536	3.1%	1.8
22	18,488	1.9%	1,479	3.1%	1.7	510	3.0%	1.6
23	18,874	1.9%	1,309	2.8%	1.4	453	2.6%	1.4
24	18,882	1.9%	1,226	2.6%	1.4	448	2.6%	1.4
25-34	172,563	17.6%	9,175	19.4%	1.1	3,447	20.1%	1.1
35-44	176,630	18.0%	7,360	15.6%	0.9	2,689	15.7%	0.9
45-54	191,401	19.5%	6,521	13.8%	0.7	2,490	14.5%	0.7
55-64	143,828	14.6%	4,188	8.9%	0.6	1,497	8.7%	0.6
65-74	83,535	8.5%	2,002	4.2%	0.5	721	4.2%	0.5
75+	56,796	5.8%	1,545	3.3%	0.6	588	3.4%	0.6
Not Stated or Other			1307	0.0%		287	1.7%	
TOTALS	983,240		47,208			17,131		

* Involvement is calculated by dividing the percent of drivers in collisions by the percent of licensed drivers.
Over-representation occurs when the value is greater than 1.0.

Drivers, ages 19 and under, were involved in 2.5 times as many fatal or injury traffic collisions as expected. This age group comprised 6.8% of all licensed drivers and accounted for 17.1% of drivers in all collisions and 16.8% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury traffic crash as expected.

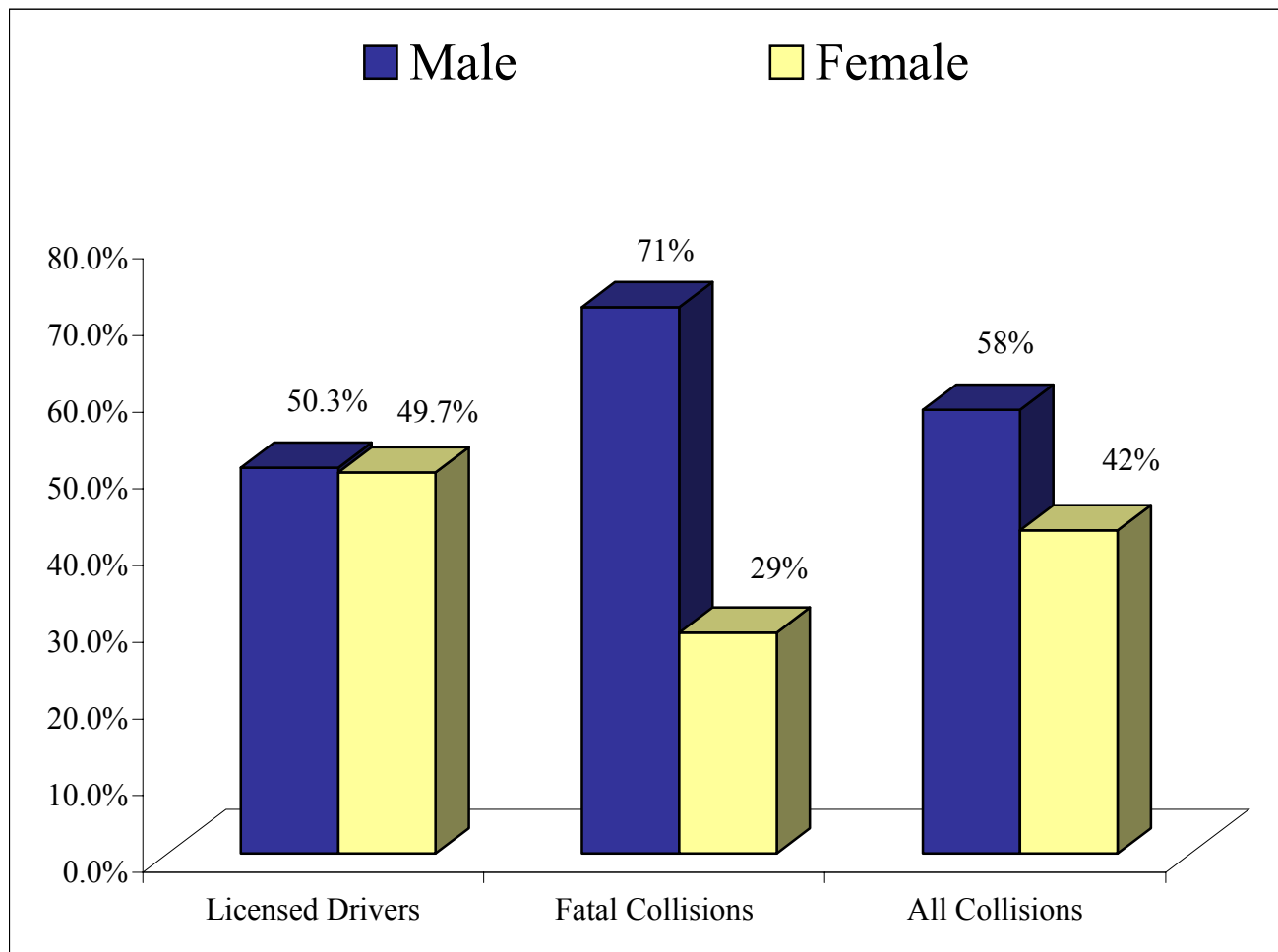
Drivers that were 19 years old in 2005 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2005



In 2005, males were 1.4 times more likely than females to be involved in any collision and were 2.4 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all collisions and Figure 11 shows driver involvement by age and gender for fatal and injury collisions. Figure 11 corresponds with the involvement numbers in Table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 2.8 times as many collisions as expected, while female 18 year-old drivers were involved in 2.5 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2005

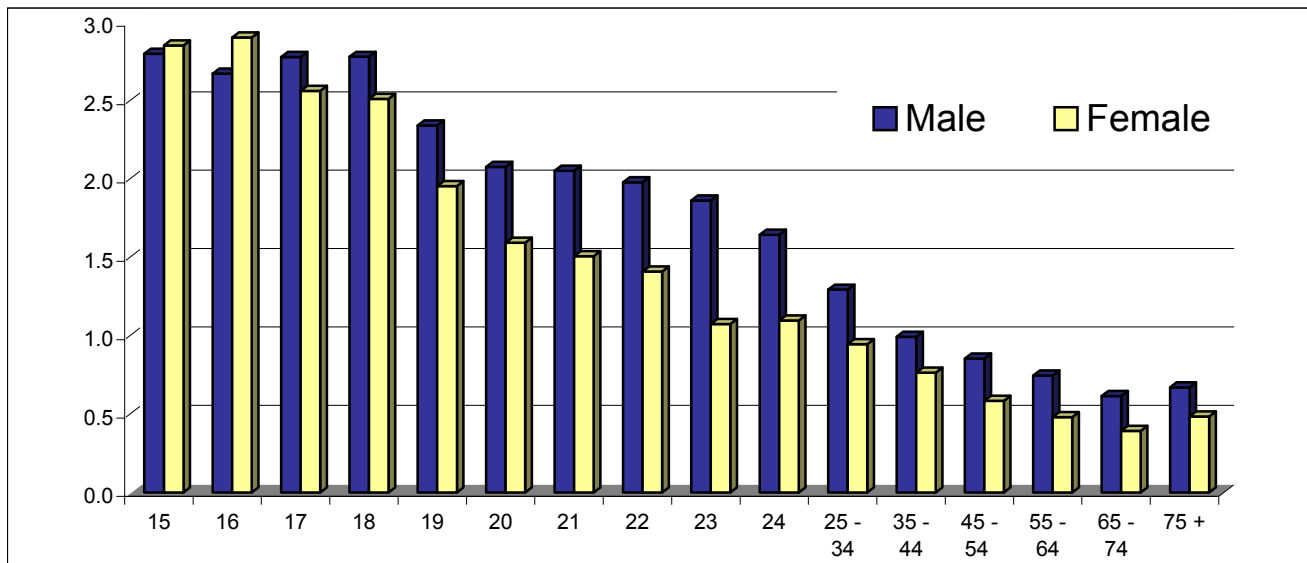
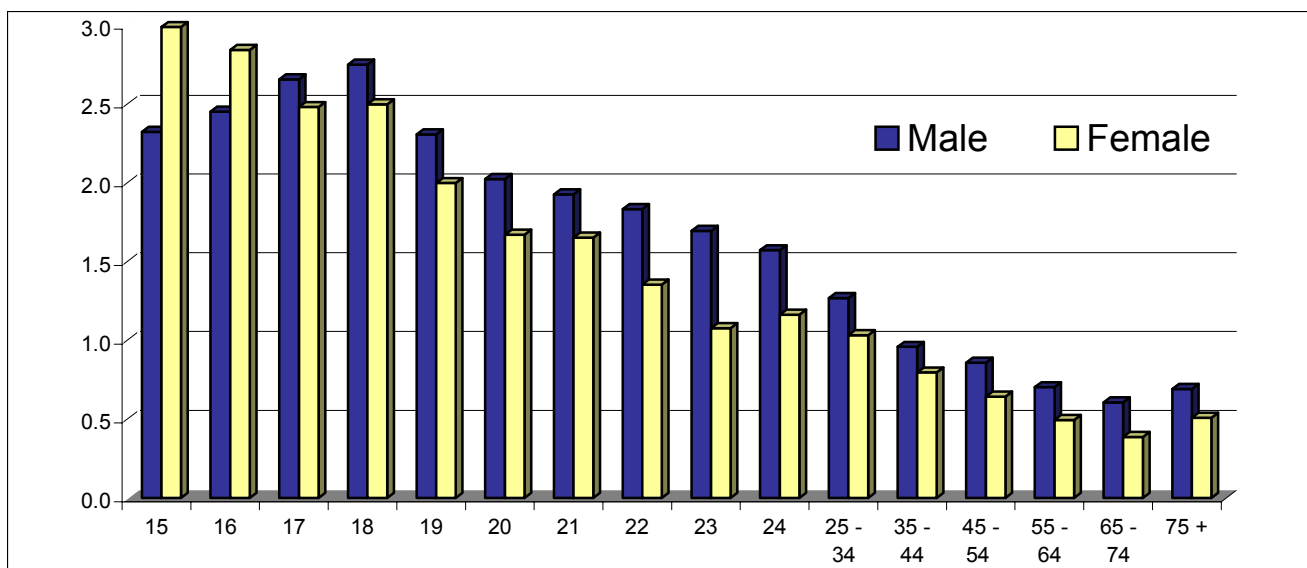


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2005



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2005 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 17 Top Ten Traffic Violations for Idaho Drivers: 2005		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	84,657	45.3%
2. Safety Restraint Violations	32,708	17.5%
3. Insurance Violations	17,667	9.5%
4. Failure to Stop at Traffic Control Devices	11,454	6.1%
5. Driving Under the Influence	8,398	4.5%
6. Following Too Close	5,038	2.7%
7. Driving Without Privileges - Suspended License	4,858	2.6%
8. Reckless or Inattentive Driving	4,725	2.5%
9. Failure to Yield Right of Way	3,323	1.8%
10. Improper Signal	1,753	0.9%
All Other	12,098	6.5%
TOTAL	186,679	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. Child safety seat violations did not make the list this year. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 65% of all violations for 2005. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Selected Traffic Violation Rates for Idaho Licensed Drivers: 2005 (Per 100 Licensed Drivers)					
Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	11.3	3.0	0.1	1.8	1.6
16-19	22.6	3.7	0.9	1.9	2.0
20-24	16.4	2.1	1.9	1.1	1.0
25-34	11.0	1.3	1.3	0.5	0.6
35-44	8.1	1.0	1.0	0.4	0.4
45-54	5.7	0.7	0.6	0.2	0.3
55-64	4.1	0.5	0.3	0.1	0.2
65-74	2.5	0.4	0.1	0.1	0.1
75+	1.4	0.6	0.0	0.1	0.2
Mean	8.4	1.1	0.8	0.5	0.5

Younger drivers, especially those 19 years old and younger, had violation rates well above the mean in areas shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19
Driver's License Suspensions by Violation Type: 2005

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	25,411	32.8%
Failure to Pay Fine	20,063	25.9%
Driving Under the Influence	7,796	10.1%
Administrative License Suspension (ALS)*	6,729	8.7%
Driving Without Privileges	5,945	7.7%
Underage Consumption or Possession of Alcohol	2,501	3.2%
Family Responsibility Law	2,245	2.9%
Refused Evidentiary BAC Test	1,704	2.2%
Recurrence of Violation	1,186	1.5%
Points	681	0.9%
Reckless/Inattentive Driving	591	0.8%
All Others	2,517	3.3%
TOTALS	77,369	100.0%
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>		

The two largest categories of driver's license suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 59% of all license suspensions. Driving under the influence accounted for 10% of all license suspensions.

The ITD Economics and Research Section provides the information concerning driver's license suspensions.